

FAIR AS A GARDEN

Beautiful Minnetonka, the Queen of the Island Lakes.

ITS SCENERY AND YACHTING

Some of the Little Craft and Yachts, Everybody Taken an Interest in the Sport.

Music, fishing, rowing and yacht races were the greatest attractions of Minnetonka. Picnics and excursions are among the many pastime pleasures of the celebrated lake.

People who have never been at Minnetonka do not realize the extent of the interest shown in yachting by the hundreds of families who are summering at the lake. There are but few who are not directly interested in one or more yachts. If the head of the family does not own a fine racing or rowing boat, either steam or sail, some member of it is sure to be one of the crew of some other person's craft. Prior to a race the yachts are groomed as carefully as the most valued race horse.

They are hauled out of the water, the bottom scraped, then black leaded, after which they are rubbed down hard and smooth until they resemble the surface of glass. The rigging is thoroughly examined to see that all is in good shape. Every boat of any rank at all has a working and a racing set of sails; in fact, some of the boats have half a dozen of them. Forty or fifty yachts in a race are no unusual number; at times this fleet is followed by as many more. With six men allowed to the boat, 300 men would be the number in the crew of the fifty boats. Then hundreds of persons witness the race from other boats, the shores, hotels, cottages, islands and the spacious and beautiful houses, which are built upon the islands and are thus completely surrounded by water.

Meeting Old Friends. Here we meet many former friends and schoolmates whom we had not seen for thirty years. Such are scattered throughout the United States. We also meet many of our former Grand Rapids pupils. There was scarcely a day we did not have the pleasure of meeting some former acquaintance. We had the pleasure of being invited to take a trip with Commodore E. J. Phelps on his own boat, the Princess, which has been the winner of many a race. Then we took a trip in the company of his boat, the Varuna, "God of the Western Sea." She, too, has won several races since she touched the water of Minnetonka. The Varuna won the pennant in the race during our visit and gained one of the cup races. On this subject we might write at great length, but time is short and we must conclude by saying that Minnetonka has a reputation for fast boats and expert sailors. This reputation reaches from ocean to ocean, and judging from what we heard and saw, we conclude that this reputation is well deserved. It is said that their club house is the finest in the country, with a working membership of 300—limited.

Saratoga of the West. Minnetonka is the Saratoga of the west, with accommodations for the multitude. It is a most beautiful place for a summer vacation. Elegant grounds, pretty cottages, fine fishing and delightful sailing are its attractive features. It is twenty-five miles from St. Paul, fifteen miles from Minneapolis and twenty-six miles from Minneapolis and Fort Snelling, all of which are delightful places to visit. Thousands of travelers go there every year for pleasure, rest and health. As its attractions become more widely known they become better appreciated, and with each returning season the number of visitors greatly increases.

Lake Minnetonka is about fifteen miles long. With other lake approaches it covers an area of about twenty-five square miles. The lake is broken up into bays, inlets and numerous necks, so that its shore line presents a continuous picture of scenic beauty, which extends the remarkable distance of about 200 miles. From almost every point the view embraces primitive forests, cultivated fields, beautiful farms, blending with either modest or lavish architecture, shown in pretty cottage homes, elegant villas and mammoth hotels. All are interspersed with lawns, drives and rambling footpaths. So varied are its beauties and advantages that one can find all sorts of entertainment, from the quiet seclusion of a lodge in the wilderness, with fish line, gun, book or easel, to the amusements and pleasures of fashionable life, coupled with athletic pastimes on both water and land. The railroads curve around on the beautiful banks of the lake, then branch off in different directions.

Hotel Lafayette. Located on Minnetonka's beach, it is claimed to be one of the largest and finest summer houses in the country. It is a 1,100 foot long, a fifth of a mile three and five stories high, and a model of construction. Guests have a lake view from every window. The piazza extends around the entire building on the lower floor, which affords a stroll of more than a half mile. Its accommodating capacity is 1,000 people. The grounds have been rendered attractive by every possible device known to landscape gardening.

Hotel St. Louis. On the south side of the lake and opposite the Lafayette is the next largest on the shores of this gravelly rock bound inland ocean. There are numerous smaller ones, on which large and small steamboats, yachts, sail and rowboats ply, all of which afford the best of accommodative features and amusements. The Bell of the Lake has a passenger capacity of 1,000 persons with ease and comfort. The City of St. Louis carries about 500 passengers. There are others with capacity of from 100 to 300. To appreciate this spot of beauty one must see and realize its personal pleasure.

Leased for Undertakers. Mrs. John Mohrhard has leased her

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder
ABSOLUTELY PURE

residence on Ottawa street near the court house to O'Brien Bros., who will move their undertaking establishment into the house immediately. This is following the eastern style where most of the undertakers have their offices and undertakings in houses built for private residences.

Confirmation Music. The following program will be given at St. Mark's today at the 11 o'clock confirmation service: Processional hymn; Venite, Gregorian; Gloria, Fairbrother; Te Deum, Hunter; Jubilate, Nien; Offertory, "Eye Hath Not Seen, Hand Hath Not Touched," Gounod; Mass Chamberlain.

In the evening at 7:30 the program will be as follows: Processional hymn; Gloria, Fairbrother; Nunc Danitella, Moser; anthem, "Rock Ye the Lord," Roberts; Mass Davis and chorus, Solo, "Lord God of Abraham," Mendelssohn; Mr. Campbell, Anthem, "Lord, How Long," Mendelssohn; Miss Chamberlain and chorus, Anthem, "Blessing and Honor," Mozart; chorus.

Local Music at Chicago. The Schumann quartet, consisting of Mrs. Etta Yale, Mrs. Lucy Mahon, Miss Belle Chamberlain and Mrs. Minnie Little, has been invited to give a concert in the Michigan world's fair building some Wednesday in June. Mrs. E. R. Carpenter, Henry Post, C. E. Colwell, and others will also contribute recitals.

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Married a Captain. Henry A. Sheldon and Miss Janice Busker were married last Tuesday evening at the home of the groom's mother, No. 320 West Bridge street. A house full of guests witnessed the ceremony and partook of a bridal supper. Mr. Sheldon is to command the steamer Florence on Reed's lake this season.

Business for April. Clerk Stevens of police court is preparing his monthly statement of business in that court. It shows that in fifty-five state cases \$104.15 has been collected in fines and costs, and in eighty-two city cases \$247.30. In state cases eleven persons have been held for trial.

Burial Permits. Peter Berensma, No. 328 Underhill, Oak Hill, Joseph Burdick, No. 146 Turner street, Greenwood, Johanna Sabinski, Plainfield township, Mt. Calvary, Theresa M. Culver, No. 113 East Bridge street, Valley City.

Contagious Diseases. Eva Engel, No. 33 Williams street, varicella.

Died. HUMPHREYS—Yesterday morning at her residence, No. 377 Lake avenue, Mrs. A. Laura Humphreys, aged 34 years 5 months 23 days. Notice of funeral later.

Sunday Services. Grace Church—The Rev. John Brewster Hubbs, rector. Holy communion 8; morning prayer and sermon 10:30; evening prayer and confirmation service 7:30.

Fountain Street Baptist Church—The Rev. John L. Jackson, D. D., pastor. Usual services morning and evening.

New Jerusalem Church—The Rev. George N. Smith, minister. Morning subject, "The Old and New Idea of Divine Goodness Contrasted."

St. Matthew's Episcopal Mission—Sunday school 10 and 3 p. m. Service and Holy communion at 3:45 p. m. by the Rev. A. M. Burgess of St. Paul's church.

St. Mark's Church—Confirmation and a sermon by Bishop Gillespie at 11 a. m. At 7:30 p. m. C. M. Norton will conduct service, followed by the "Song Service."

The Sixth Ward baptist mission Sunday school will meet at 3 o'clock. Services at 4 o'clock.

Waterloo Street Mission—Sunday school at 3 p. m. Preaching 7:30 p. m. by the Rev. T. A. McMillan. Subject, "Is It a Sin to Pray?"

All Souls Church—The Rev. Charles Fluhrer, D. D., pastor. Morning subject, "What is Holy Ground?" Evening, "The Industrial, Political and Moral Significance of the World's Fair."

Grand Rapids Spiritual Association, Lincoln Hall—W. J. Colville's closing lectures, 10:30 a. m. "What is the Soul and How is it Related to the Body," 7:30 p. m. "A World's Fair in Heaven and Its Correspondence Upon Earth," circle at 6 p. m.

Seventh Day Adventist, Good Templar Hall—Elder L. G. Moore, pastor. Sunday 7:15 p. m. subject, "The Power of God as Manifested in the Work of Creation."

South Congregational—The Rev. J. E. Smith, pastor. Morning subject, "God in Man's Life and Work." Evening, "How Has God Revealed His Will and Truth to Man?"

Progressive Spiritualist Society, Elks Hall—Prof. S. W. Edmunds, Morning lecture, "Blossoms of Truth." Evening, "Let Us Gather up the Fragments." Tests of mediumship after each lecture.

Y. M. C. A. Items. The hare and hound chase announced for Saturday has been postponed till Thursday.

A bicycle club will be organized among the association members if enough signify their desire to join. Members are invited to free admission to the university extension lectures.

A new Bible class will be started this week with C. D. Harrington as leader. The international conference of general secretaries will be held at Louisville, beginning Friday. The international convention of the associations will be held at Indianapolis a week later. It is expected that Grand Rapids will be represented at both these gatherings.

The board of directors will meet tomorrow night to elect about ninety to membership and transact other business.

REPLY TO MR. WHITE.

Charles R. Sligh Defends the River Improvement Plan.

BENEFITS OF WATER TRAFFIC

Are Shown in a Practical Manner—Some Resulting From Four Years' Study of the Situation.

GRAND RAPIDS, Mich., April 28. EDITOR GRAND RAPIDS HERALD.—T. Stewart White, in three articles in THE HERALD, attacked the position of the board of trade river committee on the river improvement, and asked some questions which the committee endeavored to answer in an article given to the press April 26. This does not satisfy him, and he returns to the attack in an article in THE DEMOCRAT of last Friday. He rather begs the question by insinuating that the committee is responsible for an editorial article appearing in THE HERALD recently. The committee is responsible only for what has appeared or will appear over its own signature. We treated Mr. White's and other citizens' questions with the utmost courtesy and will continue to do so.

The business and professional men comprising this committee have considered carefully every phase of this question, and have recommended this improvement, knowing its consummation will confer vast benefits on this city and western Michigan. We invite a full, fair and respectful discussion of the subject through the press or otherwise. We have made no statement and will make none we cannot fully substantiate. Let us see if Mr. White can substantiate all he has said against the improvement.

Proposed Width of Channel. In his second and third article he asserts that Colonel Ludlow's report calls for a fifty-foot channel. He makes no reference in any of Colonel Ludlow's reports to a fifty-foot channel; but, on the contrary, he recommended a channel 130 to 160 feet wide, and his estimate of cost is based on this size; and this, it must be borne in mind, is only where it is necessary to cut through bars. In many parts of the river the width would be much greater.

In the second place, he asserts that "No coal carrier on the lake can come up a ten, or even a twelve foot channel." Saginaw received in 1892 23,110 tons of coal on nine and one-half feet of water, at a cost of 45 cents a ton, and could have received an unlimited quantity if there had been a demand for it. Saginaw is twenty-three miles from the mouth of the river.

Mr. White asserts that the "scheme," i. e., improvement of the river, is "without merit," but he does not offer any evidence to substantiate this assertion. Colonel Ludlow, who is one of the most thorough and competent engineers in the United States service has, after an exhaustive investigation, reported that the project has merit; that the improvement is practicable, and ought to be made.

Gen. O. M. Fox, United States division engineer, who has charge of the very most important district in the United States (the Soo canal) has, after a personal inspection of the river, endorsed Colonel Ludlow's recommendation. The United States board of engineers, comprised of five of the most eminent officers in the United States service sitting in New York, have, after thoroughly investigating the surveys of the river, reported that it is "worthy of improvement." The board of trade committee has been largely influenced in its action by the above reports, although they do not seem to have had much weight with Mr. White. Citizens must judge, each for himself, which opinion is the most reliable. Mr. White's or the eminent professional engineer officers above mentioned, whose life work has been devoted to projects of this kind.

These Ship by River. Mr. White asserts "a through line of seaworthy boats cannot navigate a ten foot channel and afford lower rates. If they could, would the furniture manufacturers contract to ship their product by water?" This is sufficiently answered by the fact that boats are navigating the Saginaw river on nine and one-half feet of water, and the Mabel Bradshaw has run for a couple of years between Holland and Chicago on nine feet of water, in both instances carrying freight at greatly reduced rates.

The second part of his question is answered by the fact that last year the following firms shipped largely to Chicago and Milwaukee by the steamers Valley City and Barrett, and this notwithstanding transfers had to be made at Grand Haven.

Nelson, Matter & Co., William A. Berkey Furniture company, Grand Rapids School Furniture company, Grand Rapids Furniture company, Phoenix Furniture company, Kent Furniture company, Orin Cabinet company, Grand Rapids Chair company, Bissell Carpet Sweeper company, Berkey & Gay Furniture company, Widdicombs Furniture company, Folding Chair & Table company, Stow & Davis, Gunn Folding Bed company, New England Furniture company, Stickley Row company, Grand Rapids Refrigerator company, Sligh Furniture company, and others. Besides this, every furniture manufacturer in this city is shipping goods today to Chicago and Milwaukee by rail to Muskegon, and thence by boat, and this because 5 and 6 cents per hundred pounds can be saved by so doing. Do you suppose they would neglect to avail themselves of a through water route when not less than 12 cents per hundred pounds could be saved? Mr. White also states his belief that competing lines of railroads will secure better results than deep water. He evidently forgets the fact that the actual cost of railroad transportation is six times that of water transportation, and it is simply amazing the impossibility for railroads to meet the rates at which vessels can profitably carry freight.

The Board is Unanimous. He also states his belief that a majority of the board of trade are opposed to the project. What reasons has he for making such a reckless statement? This subject has been before the board for the last four years, and they have taken action on it time and again, both in directors' meetings and in full meetings of the board, and it has invariably received a unanimous confirmation vote; there has never been a single vote in opposition to it.

Mr. White asks whether the committee's statements are made on "belief or knowledge." I will say the committee-men have carefully studied the matter for the last four years, to the best of their ability, and we think that on this subject, we are reasonably well informed, and our statements of fact are

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Our Foreign Goods Will Not Eat Our Meats.

There can be no doubt but what the states will have a larger number of visitors the coming summer than has ever before gathered together within the confines of our shores. Of course the great attraction will be the "World's Columbian Exposition." Such were the words that fell from Manager Beards' lips yesterday afternoon during a few moments' conversation regarding the features of "the great fair." "What an enormous contract it would be to supply the demand for meats this summer! Why, if even a rough estimate of the number of pounds that would be consumed could be given the amount would be so great that the figures would stagger a person. You may say to your readers, though, that as far as our trade is concerned we will supply all demands. The Western Beef & Provision company will keep moving slowly along, world's fair or no world's fair, and our customers will find in our store goods that are always to be relied on." There was a rapid movement, a fleeting figure, and the busy manager was in another part of the salesroom, superintending the filling of an order of meat.

OPENS TOMORROW.

One of Grand Rapids' Popular Resorts Open May 1st.—A Splendid Feature.

Any one that enjoys a day's outing away from the heat and dust of the busy city will appreciate the announcement made that the North Park Resort opens for the season tomorrow, and the North Park Railway company commence running trains on regular schedule time. Although the weather has been anything but favorable for pleasure seekers no one will deny that a trip to such a pretty spot of nature as North Park is desirable at any time. Many important improvements have been made at this resort and everything is now in ship shape for the visitors. Prospects are favorable for a greater number of people visiting North Park this season than ever before, and the crowds of ladies and gentlemen that have already whiled away a few leisure hours have been very large. A splendid feature this season will be the music furnished, Mrs. O. A. Wells' orchestra having been engaged for the season.

Do not fail to see "The Early Birds" Burlesque company at Smith's opera house tonight.

World's Fair Rates. The G. R. & I. is now selling excursion tickets to Chicago as follows: Tickets, good for return for 7 days, \$8.10. Tickets, good for return for 30 days, \$9.10. Trains leave Grand Rapids at 10:05 a. m. and 11:20 p. m. arriving in Chicago at 3:55 p. m. and 6:50 a. m. Call telephone No. 606 and make sleeping or parlor car reservations via G. R. & I. A. Agent, Ticket Agent, Union Station.

Re-Opening of Navigation to Milwaukee. Commencing Monday, May 1, the popular Grand Haven route will be open for the season of 1903, and the steamers "City of Milwaukee" and "Winona" will resume their regular trips in connection with fast steamboat express trains of the D. G. H. & M. Ry. Train will leave Grand Rapids at 10:30 p. m., connect with steamer at Grand Haven, arriving Milwaukee 6:30 a. m. daily, except Sundays.

Lost Time. Is money lost? Time saved is money saved. Time and money can be saved by using the Great Boston Eagle Brand of Condensed Milk in your recipe for custards, puddings and sauces. Try it and be convinced. Grocers and druggists.

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ONCE MORE DO WE GIVE A

SPECIAL LIST OF PRICES

The Public Are Becoming Interested in the Low Figures We Are Giving.

HANDSOME SPRING FOOTWEAR

GLANCE AT THE APPENDED PRICE LIST!

LADIES' SHOES.

\$5.00 cloth top, lace or button.....\$3.75
4.50 French Kid, New York toe or O. P..... 3.50
3.50 French Lace Dongola..... 2.75
3.00 French Lace Dongola..... 2.25
2.50 Shoes..... 2.00
2.00 Shoes..... 1.50
1.50 Shoes..... 1.00
Children's Cloth Top, Red or Russet Goat, all prices.

GENTLEMEN'S SHOES.

\$6.00 Patent Leather.....\$5.00
4.00 French Calf..... 3.25
3.00 Calf..... 2.00
2.00 Calf..... 1.50
1.75 Calf..... 1.10
Working Shoes for..... 1.00
Boys' Shoes from..... 75c to 1.50
Babies' Shoes for 25c. Ladies' Leather Slippers, 50c.

46 CANAL ST

THE FAMOUS SHOE STORE

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Don't take any. Use satchels and carry them. If you must take some baggage, plainly mark with your name and home address in full. Check it yourself. Don't allow anyone else to do it. See for yourself that the number on the duplicate given to you is the same as that on the one strapped to the trunk. Check it to Chicago. Don't check it to Exposition Grounds or Suburban Stations. Keep memorandum of check numbers and initials, with date and point at which they were obtained. Take the expressman's badge number. Don't give your checks to transfer agent on train going into Chicago unless he gives you claim check in exchange. Coming back, don't give your baggage to expressman unless he gives you depot claim check in exchange. If you should get a depot claim check, be sure to get it exchanged at the depot for your railroad check before you leave Chicago. Be sure to take the Chicago & West Michigan Ry. or Detroit, Lansing & Northern R. R. when you go to the Fair. GEO. DE HAVES, G. P. A.

YOUR BAGGAGE TO THE WORLD'S FAIR.

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